

STATEMENT

The pilot filed a flight plan with the CAA Communications Station, Lockheed Air Terminal, Burbank, California, by telephone on 17 November 1955. The flight plan was received by Mr. Otis Hill, CAA employee, and the flight plan called for IFR flight from Burbank to the Goodsprings, Nevada Non-Directional Radio Beacon, via Amber Airways Nr 1, Green Airways Nr 4 and Amber Airways Nr 2. Flight was to be conducted 1000 feet on top of all clouds. From the Goodsprings, Nevada Homer the flight was to be conducted under visual flight rules to the aircraft's destination, listed on the flight plan as Watertown, Nevada.

The proposed time of takeoff was 0700 PST, with eight hours fuel on board and one hour plus fifty minutes estimated time enroute. The flight plan was stamped upon receipt with the time indication of 0613, 17 November 1955. The CAA Communications Station forwarded the flight plan to Los Angeles Air Traffic Control Center. The ATC clearance was received from Burbank Control Tower. The aircraft was cleared to Goodsprings, Nevada via Amber Nr 1, Green Nr 4 and Amber Nr 2, to climb out of the southeast reversal Instrument Departure Plan to cross Burbank Radio at 5000 feet or above and fly 1000 feet on top and maintain 1000 feet on top. The takeoff was made at 0658 and the aircraft reported over the Burbank Radio Range on top at 0712, altitude was given as 9100 feet.


A check with the CAA Weather Station, located at Lockheed Air Terminal, gave no evidence of the pilot receiving weather. It is quite probable that he received weather by a telephone call, but since no records are made of weather briefings given over the telephone or in person, we were unable to determine what, or if, the pilot actually received weather from the Lockheed Air Terminal Weather Station. Weather briefings given by CAA Weather personnel at Burbank are given from Synoptic Charts, Sequence Reports, Upper Air Charts, and Winds Aloft Information that is used both by CAA Weather Stations and by Military Weather Stations. The pilot should have received a good weather briefing with the facilities that were available to the weather personnel at Lockheed Air Terminal.

The pilot did not file a DD Form 175, but the flight plan was recorded on the standard CAA Flight Plan Form. The pilot signed and filed a copy of the DD Form 365-F, Weight and Balance, and the aircraft load condition and weight limitations were within allowable limits. The aircraft grossed out at 60,995 pounds with an index of 78.1. Passenger manifest and crew list, along with cargo manifest, were left at the MATS Terminal, Operations Building.

Review of the SOP's for Aircrews indicates that the pilot, or pilots, operating on this mission would file flight plans for each flight and that weather could be received by telephone. There is nothing in the SOP to preclude or recommend that a pilot personally receive weather briefing at the weather station.

The pre-flight planning could not be determined nor could the activities of the crewmembers during 12-hour time period prior to take-off be determined.

Interrogation of ground servicing personnel indicates that the only maintenance performed on the aircraft prior to the flight was the replacement of a primer solenoid on Nr 1 engine. Also, ground personnel stated that the warm-up, taxi-out and takeoff of the aircraft were normal with nothing unusual noted. There were no outstanding write-ups on the aircraft and there were no discrepancies on the aircraft.

  
EDWARD S. HARVEY, JR.  
Major, USAF  
Investigator